

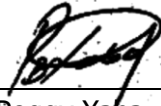
Provision of Materials Handling Services for Transnet SOC LTD operating as Transnet Port Terminals at Pendering.

One (1) Week contract scope of work

DESCRIPTION OF THE WORKS: Provision of materials Handling Services for Transnet SOC LTD operating as Transnet Port Terminals at Pendoring.
1 WEEK

Scope Approval

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 12.12.2025

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1. Overview

Transnet Port Terminals (TPT) core business is the handling of bulk and break-bulk commodities, either entering or exiting via the Pendoring terminal premises. In order to achieve the handling of volumes, the Pendoring terminal requires continuous operation and hence there is always a requirement for external services to be available timeously to support the continuous operation and to perform as per the set targets.

In order to achieve the required operational demand or to meet operational targets and for fast turnaround times on loading and offloading, Transnet Port Terminals at Pendoring terminal requires additional fleet equipment to support the current available fleet.

The purpose of this project/scope is to ensure that a service provider be appointed to provide a full maintenance lease service of second hand/new reliable diesel Front-End Loaders for Transnet Port Terminals at Pendoring on an ad hoc basis (i.e. as in when required) for a fixed term of one week.

The provision of a full maintenance lease service of diesel Front-End Loaders is essential in ensuring that operational demand, operational targets and fast turnaround times on wagon offloading are achieved and the costs are controlled.

2. TPT's objective

The purpose of this scope is to implement a short-term contract for a full maintenance lease of reliable second hand/new diesel Front-End Loaders, on an as in when required basis (i.e. ad hoc basis) for a period of one (1) week

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The site in Pendoring currently operates two (3) x 8hrs shifts (06h00 -14h00, 14h00 – 22h00 and 22h00 – 06h00), therefore it's full 24hrs day operation, seven (7) days a week, on an as and when required depended on volumes.

3. Site Location

The site is located on the premises of Transnet Port Terminals (TPT) at Pendoring, (Brits), the contract will be administered at the Dry Bulk Terminal (DBT), Richards Bay and the equipment shall be utilized at Pendoring.

4. The Scope

The service provider is required to provide the following services as minimum:

- 4.1 Provide diesel Front-End Loaders, on request (i.e. ad hoc basis):
 - Diesel Front-End Loaders (fitted with load cells) x two (2)The specifications/sizes for the above equipment is listed in section twelve (12) of the scope.
- 4.2 Provide a minimum of six (6) front-end loader drivers, to cover the shifts as stated in section two (2). Driver requirements:
 - Qualification - Front end loader operator's certificate/licence.
 - Qualification – Code 14 driver's licence in South Africa allows you to drive heavy articulated vehicles, specifically a motor vehicle over 16,000kg with a trailer exceeding 750kg, essentially heavy equipment.
 - Experience - Three (3) years and above as front-end loader driver/operator.

Upon award the service provider is to ensure that competent drivers/operators will be available timeously.

- 4.3 The service provider must be able to source and supply their own diesel for the two (2) front-end loaders. In order to minimize any operational disruptions, the service provider must be able to source/hire and supply at least a mobile 2500lt diesel bowser (with roadworthy certification) for refueling of the FEL's.
- 4.4 The service provider will be expected to ensure that all diesel Front-End Loaders are serviced timeously (i.e. on prescribed service intervals), with minimal disruption to TPT operations.
- 4.5 The service provider is to ensure that the equipment leased is maintained timeously and as per the equipment maintenance schedule, to cover repairs and basic maintenance. The service provider can provide its own staff or outsource the requirement for maintenance, TPT requires the service provider to have such services in order to limit or minimize operational disruptions.
- 4.6 The service provider will be 100% responsible for the cost of maintenance of equipment (due to normal wear and tear and prescribed maintenance, this includes oil top ups, brake pads, windscreen wipers, tyres etc.). Where it can be proven that the cost of damage is due to negligence on the part of Transnet Port Terminal, Transnet Port Terminals will be responsible for those costs.

5. Contractors' Responsibilities.

The *Contractor* shall:

- a. Provide all the necessary resources and expertise to carry out the work.
- b. Provide servicing and maintenance (including inspections) of all leased Front-End Loaders for the full lease period.
- c. Review, familiarize and understand the proposed site including all constraints and environmental factors.
- d. Review, familiarize and understand the operational requirements of the facilities at Pendering.
- e. Provide all necessary SHE compliance documentation as per Transnet Port Terminals SHE specifications, including the submission and approval of a Safety File and SHE Officer on site (on instances where the OHSAct requires one).
- f. Make available any documentation that Transnet might require, these include service records, inspections records and logbooks and any other relevant document.

6. Governing Codes, Standards and Specifications

The *Contractor's* works must be in accordance with the requirements of the latest edition of the following specifications and codes:

Title	Document No.
National & International Standards	
Occupational Health and Safety Act and Regulations	85 of 1993 Ed. 12
Transnet Port Terminals Standard Specifications	
General requirements and conditions (he9-2-9 ver 7) rev 1 Refer to annexure 13.1	EEAM-Q-016

Table 1: Governing codes and standards

7. Health and Safety Requirements

The Contractor shall comply with Transnet Port Terminals Health Safety and Environmental Specification number: Operational Control – RCB TPT SHEQ/RS PRO 017, refer to **annexure 13.2**.

8. Workmanship and Compliance to Regulations

The following is expected from the service provider to ensure compliance to the OHSAct and for good workmanship:

- 8.1.** Always use qualified/certified persons for servicing and troubleshooting of diesel Front-End Loaders.
- 8.2.** Use of compliant diesel Front-End Loaders as per the applicable regulations.

9. Technical Back-up/Support

The service provider is expected to commit to a response time on callouts, in cases of breakdowns, this response time will be used to evaluate the service provider. This time will then be the contract time and the service provider will have to comply with it for the duration of the contract.

Service provider is to ensure that a dedicated technical team is readily available (i.e. for the duration of the contract to cover all working times). The team must comprise of at least one (1) Technician/Artisan and an assistant with the requisite knowledge of the equipment as part of this supply.

- Technician/Artisan requirements: Qualification (Trade Tested Diesel Mech/Mechanic.). Experience – Three (3) years and above post trade test.
- Assistant requirements: Qualification (Matric with Automotive/ Motor Mechanics N1 – N3). Experience – Three (3) years and above as a Diesel Mech/Mechanic trade hand.

The team must be equipped to deal with all possible problems on site (inclusive of a vehicle to attend to breakdowns).

Ideally, Transnet is expecting the response times for callouts to be sixty (60) minutes, this is highly based on the operational requirements of the Terminal that is when there are delays and all efforts are put to ensure the delays are resolved in the shortest time.

10. Contingency plan for managing risk

The service provider is expected to submit a contingency plan in order to manage risk. The service provider must prove by means of the contingency plan how they will always have two (2) front-end loaders available. This plan must state how the service provider will limit or minimize operational disruptions when it comes to the execution of the following tasks:

10.1. Equipment due for service

When the leased equipment is removed from operations by the service provider for maintenance purposes, the service provider is to ensure that there is suitable replacement equipment available for the duration of the maintenance period.

10.2. Equipment breakdowns

Replacement equipment must be made available if the breakdown takes longer than two (2) hours.

11. Lead time for delivery

The service provider is expected to commit to a delivery time, of all front-end loader's requirements from the date of award. This time will be used to evaluate the service provider and will then be the contract time and the service provider will have to comply with it for the duration of the contract.

The following lead times are preferable:

- Lead time less than or equal to one (1) week (i.e. 7 days or less)

12. Equipment Requirement

All diesel Front-End Loaders used should be compliant to the applicable Standards, ACTS, Codes and regulations as listed in Section 6: *Governing Codes, Standards and Specifications*.

The follow is the minimum spec requirement for the diesel Front-End Loaders:

- 12.1.** This equipment must be fully automatic, air-conditioned and have a fully enclosed cabin. It must be able to negotiate speed bumps and work on uneven surfaces.
- 12.2.** This equipment is utilised for stacking of cargo in the "in-bound" leg to the stockpiles as well as the reclaiming of cargo during the "out-bound" leg.
- 12.3.** This equipment must be supplied and fitted with the buckets suited for the commodities to be handled as per table two (2).

Commodities	Density (ton/m ³)	Bucket size (m ³ SAE heaped)	Qty (Spare)
Heavy Density	3.0 – 3.5	2.7 - 2.9	1
Medium Density	2.5 – 2.8	3.7 - 3.9	1
Light Density	1.1 - 1.4	4.6 - 5.1	1

Table 2: Bucket sizes requirement

- 12.4.** The Service Provider to ensure that three (3) spare buckets as per table two (2) are supplied. These will be utilised as and when required.
- 12.5.** Payload/Safe working load (SWL) that the FEL must be able to handle throughout its operating range– Eight (8) tonnes.
- 12.6.** FEL are to have *load cells installed*, in order to register and keep record of tonnage handled.
- 12.7.** Tipping load straight – Sixteen (16) tonnes.
- 12.8.** The dump clearance at maximum lift, and 45° dump (vertical distance) to be least three thousand hundred millimetres (3100mm) i.e. 3.1 m.
- 12.9.** The reach at maximum dump height (horizontal distance from front of tyre to bucket leading edge) to be at least two (2) meters.
- 12.10.** Bucket attachment to the FEL to be via the pinned-on method
- 12.11.** Buckets to be supplied with a bolt on straight edge lip i.e. replaceable.
- 12.12.** Air-conditioner fitted to the Cab must be of the heavy-duty industrial type.
- 12.13. Mandatory additional items – applicable to 12.1**
 - Wiper/washer with intermittent control
 - Retractable 3-point seat belt
 - 12-volt power outlet
 - Backlit sealed switch module functions: Wiper control/Lights/Heated mirrors/Retarding aggressiveness/Air-conditioner/Heater controls
 - Forward work lights
 - Rotating beacon

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- High visibility mirrors
- Load lights: stack